

Transportation Improvement Program



FY 2022-2028

BMPO

545 Shoup Ave, Suite 257
Idaho Falls, ID 83402



Serving the citizens of Bonneville
County and the Cities of Ammon,
Idaho Falls, Iona and Ucon



**BONNEVILLE
METROPOLITAN
PLANNING
ORGANIZATION**



Fiscal Year 2022 Transportation Improvement Program
Approved and Adopted September 15, 2021

Bonneville Metropolitan Planning
Organization

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Serving the citizens of the Cities of Ammon, Idaho Falls, Iona and Ucon
and the urbanized portions of Bonneville County

Darrell M. West
Director

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Resolution

FISCAL YEAR 2022-2028

TRANSPORTATIONIMPROVEMENT PROGRAM

WHEREAS, the "Fixing America's Surface Transportation," or "FAST Act", as defined in 23 CFR 450 and 500 and 49 CFR 613, calls for each metropolitan planning organization to have a Transportation Improvement Program (TIP); and

WHEREAS, the BMPO Policy Board maintains the TIP is fiscally constrained by year and by each governmental entity; and

WHEREAS, the 1990 Clean Air Act Amendments require a conformity determination to be made on projects in the six-year program in non-attainment areas, in which BMPO has been designated as an attainment area; and

WHEREAS, all projects proposed for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding have been identified within the TIP and do not exceed the proposed funding levels available within the current program year; and

WHEREAS, the total Federal share of projects included in the second, third, fourth and/or subsequent years of the TIP do not exceed levels of funding committed, or reasonably expected to be available, to the area and

WHEREAS, it is agreed that after Policy Board and Idaho Transportation Board approval, the TIP shall be included without modification, directly or by reference, in the State TIP program required under 23 USC 134(j), 49 USC 5303 and §450.324 and shall be consistent with FHWA and FTA joint approval.

THUS, BE IT KNOWN that the BMPO Policy Board hereby endorses the Fiscal Year 2022-2028 Transportation Improvement Program as presented to us in the September 15, 2021 meeting and said transportation program is in conformance with the State Transportation Improvement Program.

ADOPTED the 15th day of September 2021.

Jim Freeman

BMPO Policy Board Chair

Darrell West

Director

Introduction

The Bonneville Metropolitan Planning Organization (BMPO) is an agency designated by the Governor of Idaho to conduct a continuing, comprehensive, and cooperative transportation planning process in the urbanized area under the direction of elected officials from the Cities of Ammon, Idaho Falls, Iona and Ucon and the urbanized portions of Bonneville County, and Targhee Regional Public Transportation Authority (TRPTA), in conjunction with the Idaho Transportation Department (ITD). Under the requirements of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) the BMPO has the responsibility to develop a Transportation Improvement Program (TIP) for the area.

The BMPO's TIP is a short range eight-year program of highway, and transit projects for the Bonneville Metropolitan Area. It is a compilation of projects from various Federal, State and local funding programs. The TIP is updated annually.

The TIP is presented in four sections.

I. Funding

- A. Federal sources
- B. State sources
- C. Local sources
- D. Private sources

II. Programming Process

- A. Identification, evaluation and selection of projects
- B. Review and approval
- C. Fund authorization and obligation

III. Annual Element

IV. Bonneville Metropolitan Area TIP

- A. Funding programs and projects
- B. Financial Plan

I. Funding

Funding sources for transportation improvement projects are needed if the recommended projects are to be constructed. Funds may be provided from Federal, State, and local governments as well as private developers. The following is a brief summary of available funding sources that can potentially be used in the Bonneville Metropolitan Planning Area (BMPPA).

Federal Sources

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) provide the major source of funds from the federal government for transportation improvements. However, funds can be acquired from special grants, stimulus funding and from other federal agencies. Typical available funding sources include:

FHWA

National Highway Performance Program (NHPP)

Funds are used to support the condition and performance of the National Highway System (NHS). Eligible activities include but are not limited to the construction, reconstruction, rehabilitation and preservation of interstate and highway segments, including bridges. Safety and bicycle and pedestrian improvements are also eligible activities.

Surface Transportation Program (STP)

Funds can be used by States and localities for projects to preserve and improve the condition and performance on a Federal-aid highway and bridge on any public road. Funds can also be used for transit capital, bicycle and pedestrian and planning projects. A broad range of activities are eligible for funding. Primary activities include construction, rehabilitation and preservation of roadways and bridges.

Highway Safety Improvement Program (HSIP)

Funds support projects that improve the safety of road infrastructure by correcting hazardous locations or by making improvements. Eligible activities include strategies or projects that are consistent with the data-driven State Strategic Highway Safety Plan (SHSP). The Railway-Highway Crossings Program is included in the HSIP to fund safety improvements that reduce the number of fatalities, injuries, and crashes at public grade crossings.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Funds are provided to State and local governments for transportation projects and programs to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards. Eligible activities include but aren't limited to the operation of traffic monitoring and management programs, projects that improve traffic flow such as signalization, HOV lanes, turning lanes and projects that shift demand including telecommuting and ridesharing.

Transportation Alternatives Program (TAP)

Funds provide for alternative transportation projects. Eligible activities are primarily focused on but not limited to the construction, planning and design of infrastructure and systems that improve access for bicyclists and pedestrians and creates safe routes for non-drivers.

FTA

FTA 5303

Funds are available for transit planning activities within a metropolitan area.

FTA 5307

Funds are provided to local transit agencies to support public transportation services in an urbanized area. The major subcategories include:

Capital – Funds cover everything from purchase and rehabilitation of transit vehicles to purchase of equipment such as bus stop signs and computers.

Operations – Funds cover the operation of the public transportation services.

Paratransit Service – Funds are used to provide transit services to eligible riders with disabilities. The services are complementary to existing fixed route services.

Planning – Funds may be used to support planning activities as identified in the Unified Planning Work Program (UPWP).

Preventive Maintenance – Funds can be used to cover maintenance costs.

FTA 5310

Funds are available for capital expenditures of private non-profit and public agencies providing public transportation services to the elderly and disabled.

FTA 5339

Funds provide capital funding to replace, rehabilitate and purchase bus related equipment and construct bus facilities.

Other Federal

Community Development Block Grants

Funds may be used for various transportation improvements which benefit an area with low and moderate incomes, meet an urgent public health and safety need and eliminate blight.

Economic Development Grants

Funds may be used for public facilities such as access roads to industrial parks or other economically significant areas. Projects must fulfill a crucial need to improve employment opportunities in the area.

State Sources

State Funded Program (ST) - Funds used for low cost State highway construction projects that can be developed at a lesser expense than required Federal funding. Funds may be used for pavement improvements, bridge repair, and other unanticipated projects.

Restricted State Funds - Funds are primarily used for capital improvements including pavement, bridge and railroad crossings. Fifty percent (50%) of the funds are retained by ITD and fifty percent (50%) are allocated to the cities and counties within the State. Funds may also be used to match Federal funds.

Local Sources

Local funding sources may be used as a local cash match or for transportation projects not supported by Federal funds. Local sources presently available for funding in the metropolitan area include general revenue, special improvement district, bonds, tax increment financing, and property tax levies.

Private Sources

Private funding sources may include dedications of right-of-way and new roads, development fees or actual contributions.

II. Programming Process

Identification, evaluation and selection of projects

Projects for development within the urbanized portions of Bonneville County were identified by the appropriate local and State staff members and elected officials. These projects were evaluated for reduction of overall traffic congestion; environmental impacts; ability to move goods, services and people; intermodal connectivity; conformance with transportation plans; economic feasibility to the metropolitan area; and fiscal constraint.

Typically, all major projects programmed in the TIP are a product of a metropolitan area's Long Range Transportation Plan (LRTP). The LRTP identifies needs through 2040 and was approved in May 2016. The Plan consists of highway and transit improvements to meet the perceived 20-year needs of the metropolitan area. The Plan is updated every five years or amended as needed.

Review and approval

Two primary committees assist the BMPO in development, review and approval of the TIP. The Technical Advisory Committee is composed of professional engineers and planners working for the entities within the region. It is their responsibility to advise the Policy Board and BMPO regarding technical matters related to the development of the TIP. The BMPO Policy Board is composed of elected officials and transportation representatives within the area. This committee provides a policy advisory function and serves as a forum for discussion of TIP related transportation issues and policies.

The Idaho Transportation Board, as the representative of the Governor of Idaho, approves the Metropolitan TIP and includes it in the Statewide TIP.

All projects reflected in the TIP have the opportunity to be reviewed by citizens of the communities through various public participation efforts in coordination with the ITD.

Fund authorization and obligation

All project development must follow the procedures outlined by Federal guidelines. Steps include completion of environmental studies, review and approval of the design, purchase of the necessary right-of-way, and approval of final plans, specifications, and estimates. Each step may be eligible to receive Federal funds, although project sponsors are encouraged and sometimes required to use their own funds for certain steps.

When a highway project reaches the construction stage, the sponsor may request authorization to advertise for bids and obligate funds from FHWA. The priorities set in developing the program determine which will be able to receive funding. These priorities can be amended at any time by policy action of the BMPO.

The transit provider or grant recipient applies directly to FTA for fund approval of Federal-aid transit projects.

III. TIP Amendment and Administrative Modification Process

The following process will be used when an amendment or administrative modification is required to the TIP.

The intent of this process is to streamline the TIP review and approval process by identifying those TIP modifications which require BMPO review and action and those that can be approved by BMPO staff.

Amendments are required when:

1. Adding a new non-grouped project into the four-year TIP. This includes projects that advance from development years and preliminary development (PD) into the four-year TIP.
2. Removing a non-grouped project within the first four years of the approved TIP. This includes projects that delay from the four-year TIP to a development year or preliminary development (PD).
3. For state projects, either the percentage change to an individual project's total cost (meaning combined project phases) is 30% or greater and at least \$1,000,000 or the total project cost changes by at least \$5,000,000.
4. For local projects, either the percentage change to an individual project's total cost (meaning combined project phases) is greater than 30% or the total project cost changes by at least \$2,000,000. This rule is applicable for projects with an original total cost of \$500,000 or more.
5. A project with an original total cost of less than \$500,000 and the cost changes by \$150,000 or more.
6. The same criteria applies, as noted in amendment requirements #3 and #4, to cost changes to a group control total of one or more grouped projects.
7. Change in funding across modes (e.g. funding source changes from highway to transit or vice versa) unless the project is grouped.
8. Major changes in non-grouped project scope (e.g. number of through traffic lanes, project termini that extends over a half mile on either side, removal of multimodal elements, etc.).

Amendment Process

- Post and advertise amendment for 15 days prior to review by TAC (see Public Involvement Plan).
- TAC reviews and makes a recommendation of approval or disapproval to the Policy Board for consideration.
- Policy Board reviews and approves or disapproves the amendment.
- Notify ITD of action taken by Policy Board.
- If approved the amendment is posted on BMPO's website.

Administrative Modifications are performed when:

Administrative Modifications are performed for any project changes other than those described for amendments (III. TIP Amendment and Administrative Modification Process; Amendments are required when) and include such items as:

- The inclusion of changes through the End-of-Year program and redistribution that were not identified as being funded prior to the approval of the new TIP by the Policy Board.
- The mirroring of existing TIP with a new TIP to align first quarter obligations, after BMPO Policy Board approval of the new TIP.

Additionally, any corrections to errors in the TIP will be handled as Administrative Modifications.

These include corrections to:

- Improvement type
- Project limits
- Functional classifications
- Typographical errors
- Transposed numbers
- Key numbers
- Project description (not changing the scope)

Administrative Modification Process

- Post modification on website.
- Inform TAC and Policy Board via consent items.
- As appropriate, notify all other agencies that modification has been posted.

IV. Appendix A - Annual Listing

An annual listing identifying the completed or obligated projects from the first year of the prior year's TIP is published and approved by the BMPO Policy Board in November or December. The listing will provide detailed information about each project including location, costs, and other project elements.

V. Bonneville Metropolitan Area Transportation Improvement Program

Funding Programs and Projects

The TIP is a consolidation of Federal-aid projects for the region. The subsequent project funding tables identify projects that have been grouped, major highway construction projects and transit operating, capital assistance and planning projects. Regionally significant projects having an impact on the regional transportation system are also identified if such projects are under development. These projects are: (1) substantial such as major widenings, re-alignments, etc., (2) major transportation facilities such as a principal arterial and (3) when other federal, state, local or private sources are used.

The TIP identifies the priorities of each project by year. Each project is identified by its location, type of work, funding category, estimated construction cost, and sponsor. Priorities are not identified for projects within the same fiscal year. Projects scheduled for the first three years of the program are eligible to receive funding during the programs first year. Projects beyond three years are for informational purposes only and an amendment to the TIP is required to move them to the first three years of the program.

Figures 1 and 2, located on pages 27 and 28, identify the general location of specific infrastructure investments within the BMPA. Note: Infrastructure projects that do not have a defined location e.g. area-wide or district-wide are not shown.

TIP Project Acronyms

NHS - National Highway System	IM - Interstate Maintenance
PD - Preliminary Development	PL - Planning
RRX - Railroad Crossing	RW - Right-of-Way
SR2S - Safe Routes to School	STP - Surface Transportation Program
CE/CN – Construction Engineering/Construction	
PE/PC – Preliminary Engineering/Preliminary Construction	

Legend

Green – Bonneville County
Yellow – City of Idaho Falls
Red – Idaho Transportation Department
Blue – Public Transportation
Gray – Other Planning Entities

1
BMPA FY 2022 TIP

	Project Sponsor	Phase	Prior Year Program	2022	2023	2024	2025	2026	2027	2028	PD	Federal Aid	Sponsor Match	Total
	City of Ammon	CE/CN	0	0	0	0	0	0	0	0	702	650	52	702
		PE/PC	0	0	0	0	0	0	0	0	103	95	8	103
		RW	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL		0	0	0	0	0	0	0	0	805	745	60	805

	Bonneville County	CE/CN	0	3673	0	0	0	2244	0	0	3099	8354	662	9016
		PE/PC	1279	0	0	0	0	0	0	0	0	1185	94	1279
		RW	0	0	153	0	0	0	0	0	0	142	11	153
	TOTAL		1279	3673	153	0	0	2244	0	0	3099	9680	768	10448

	City of Idaho Falls	CE/CN	0	4385	830	0	394	0	0	0	4835	9676	768	10444
		PE/PC	777	112	0	0	162	0	0	0	248	1202	97	1299
		RW	1224	290	11	23	0	0	0	0	0	1427	121	1548
	TOTAL		2001	4787	841	23	556	0	0	0	5083	12306	985	13291

	Idaho Transportation Department (ITD)	CE/CN	895	15666	0	2185	11153	8967	20912	28041	0	68648	19171	87819
		PE/PC	2749	670	0	884	0	0	0	0	0	3932	371	4303
		RW	735	1000	0	2081	0	0	0	0	0	3536	280	3816
	TOTAL		4379	17336	0	5150	11153	8967	20912	28041	0	76116	19822	95938

	Idaho Transportation Department (Public Transportation Projects)		0	2100	2100	1625	1625	1625	0	0	0	7704	1371	9075
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	Other Planning Entities		0	625	325	261	261	261	0	0	0	1608	125	1733
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BMPA FY 2022 TIP by Numerical Key Number

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2022	2023	2024	2025	2026	2027	2028	PD	Federal Aid	Sponsor Match	Total	Current Year \$
14024	17th Street and Woodruff Intersection Improvements / STBG-Urban / Idaho Falls	CE/CN		3593								3329	264	3593	3593
		PE/PC	400									371	29	400	
		RW	1224									1134	90	1224	
19434	45th W, 65th S to US-20 Pavement Resurfacing / STBG-Rural / Bonneville County	CE/CN		3673								3403	270	3673	3673
		PE/PC	299									277	22	299	
		RW										0	0	0	
20132	E. Anderson St RRX Gates / SI - Federal Rail / Idaho Falls	CE/CN	580	170		-						684	66	750	170
		PE/PC	75									58	17	75	
		RW										0	0	0	
20243	45th East - Sand Creek Bridge Replacement / Bridge Off-System / Bonneville County	CE/CN									2024	1875	149	2024	1833
		PE/PC	282									261	21	282	
		RW										0	0	0	
20420	I-15B Idaho Falls Concrete Intersection Replacement / National Highway / ITD	CE/CN		1717								1591	126	1717	1717
		PE/PC	50									46	4	50	
		RW										0	0	0	
20438	45th East - Willow Creek Bridge Replacement / Bridge Local / Bonneville County	CE/CN									1075	996	79	1075	974
		PE/PC	338									313	25	338	
		RW										0	0	0	
20461	5th and Holmes Traffic Signal / STBG-Urban / Idaho Falls	CE/CN					394					365	29	394	371
		PE/PC	99									92	7	99	99
		RW				23						21	2	23	22

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2022	2023	2024	2025	2026	2027	2028	PD	Federal Aid	Sponsor Match	Total	Current Year \$
20490	I-15 Exit 113 Roundabouts, Bonneville County / State Funded (ST) / ITD	CE/CN		8175								0	8175	8175	8175
		PE/PC	650									600	50	650	
		RW	5									5	0	5	
20535	1st Street, Ammon Road to 45th East - Widening / STBG-Urban / Bonneville County	CE/CN						2244				2079	165	2244	2073
		PE/PC	360									334	26	360	
		RW		153								142	11	153	150
20539	US-26, Alternative Intersection Improvements, Idaho Falls / HSIP / ITD	CE/CN					5953					5516	437	5953	5610
		PE/PC	200									185	15	200	
		RW	730									676	54	730	
20630	Hemmert Ave EIRR RRX Signals / SI - Federal Rail / Idaho Falls	CE/CN	315	155								423	47	470	155
		PE/PC	10									9	1	10	
		RW										0	0	0	
20665	Metropolitan Area Transportation Planning / PL / BMPO			217								201	16	217	
21923	US26, JCT Hitt Road (25th E), Bonneville Co. Intersection Improvement / HSIP and National Highway System / ITD	CE/CN					5200	1769				6457	512	6969	6534
		PE/PC	1600									1483	117	1600	
		RW		1000								927	73	1000	
22005	17th and Rollandet Intersection Left Turn Prohibition / LHSIP / City of Idaho Falls	CE/CN		525								486	39	525	525
		PE/PC	108									100	8	108	
		RW		15								14	1	15	15

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2022	2023	2024	2025	2026	2027	2028	PD	Federal Aid	Sponsor Match	Total	Current Year \$
22008	Science Center, N. Blvd to Holmes Overlay and Signal Upgrade / STBG-Urban / City of Idaho Falls	CE/CN									1368	1268	100	1368	1239
		PE/PC	130									120	10	130	130
		RW		11								10	1	11	11
22110	Metropolitan Area Transportation Planning / PL / BMPO				217							201	16	217	
22219	I-15B, Broadway; Yellowstone to Bellin / Pavement Resurfacing / State Funded / ITD	CE/CN		2847								0	2847	2847	2847
		PE/PC	30									0	30	30	
		RW										0	0	0	
22416	17th St, 1st-Lomax and Lincoln Rd Thermoplastic and ADA Improvements / LHSIP / City of Idaho Falls	CE/CN		267								247	20	267	267
		PE/PC	40									37	3	40	
		RW										0	0	0	
22454	US-20, I-15 Interim Ramp Modifications / ST2 / ITD	CE/CN		2602								0	2602	2602	2602
		PE/PC	114									92	22	114	
		RW										0	0	0	
22496	Metropolitan Area Transportation Planning / PL / BMPO					217						201	16	217	
22679	I-15, Bingham County Line to MP 119, Bonneville County, Pavement Preservation / Interstate Maintenance / ITD	CE/CN						7198				6642	556	7198	6650
		PE/PC		40								37	3	40	40
		RW										0	0	0	
22689	I-15, US20/26 Connector, Idaho Falls / National Highway System / ITD	CE/CN							8546			7918	628	8546	7740
		PE/PC	20	600								574	46	620	600
		RW			2081							1928	153	2081	2000

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2022	2023	2024	2025	2026	2027	2028	PD	Federal Aid	Sponsor Match	Total	Current Year \$
22760	I-15, MP 119 to Roberts, Pavement Preservation / Interstate Maintenance / ITD	CE/CN							12366			11410	956	12366	11200
		PE/PC				104						96	8	104	100
		RW										0	0	0	
22886	Raised Curb Median Safety Improvements / LHSIP / City of Idaho Falls	CE/CN			345							319	26	345	338
		PE/PC		53								49	4	53	53
		RW										0	0	0	
22894	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93			64								60	4	64	
22895	SR2S D91/93 Coordination / Transportation Alternatives Program / School Districts 91/93				64							60	4	64	
22959	Pancheri Trail Phase 2 / Transportation Alternatives Program / City of Idaho Falls	CE/CN			485							449	36	485	485
		PE/PC		54								50	4	54	54
		RW										0	0	0	
23000	Metropolitan Area Transportation Planning / PL / BMPO						217					201	16	217	
23015	D6, Six RRX Closures, Idaho Falls / Local Fed RRX / Idaho Falls	CE/CN										0	0	0	
		PE/PC		5								4	1	5	5
		RW		275								248	27	275	275
23022	High Capacity Roadway Needs Study and Access Management Plan Update / STBG-U / BMPO			300								278	22	300	300

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2022	2023	2024	2025	2026	2027	2028	PD	Federal Aid	Sponsor Match	Total	Current Year \$	
23023	Elm Street Reconstruction; Yellowstone to S. Blvd / STBG-U / City of Idaho Falls	CE/CN									917	850	67	917	831	
		PE/PC				162						150	12	162	153	
		RW											0	0	0	
23246	US-20, Lewisville IC to Rigby IC, Auxiliary Lanes / National Highway System / ITD	CE/CN								28041		25983	2058	28041	24900	
		PE/PC				780						723	57	780	750	
		RW											0	0	0	
23247	I-15B, City of Idaho Falls Lighting Upgrade / National Highway System / ITD	CE/CN				2185						2024	161	2185	2100	
		PE/PC		30									28	2	30	30
		RW											0	0	0	
23302	Woodruff Avenue, US-26 to Lincoln Expansion / STP-Urban / City of Idaho Falls	CE/CN									2550	2363	187	2550	2310	
		PE/PC									248	230	18	248	225	
		RW											0	0	0	
23303	17th Street, Hitt to Avocet Pavement Rehabilitation / STP-Urban / City of Ammon	CE/CN									600	556	44	600	543	
		PE/PC									83	77	6	83	75	
		RW											0	0	0	
23304	17th/Curlew Intersection Improvements / STP-Urban / City of Ammon	CE/CN									102	94	8	102	92	
		PE/PC									20	18	2	20	18	
		RW											0	0	0	
ORN 23395	Metropolitan Area Transportation Planning / PL / BMPO							217				201	16	217		

Key Number	Project Description / Funding Category / Project Sponsor	Phase	Prior Year Program	2022	2023	2024	2025	2026	2027	2028	PD	Federal Aid	Sponsor Match	Total	Current Year \$
13268	Operations / 5307 / ITD			0	0	440	440	440				660	660	1320	
13269	Preventative Maintenance / 5307 / ITD			0	0	200	200	200				480	120	600	
13271	Capital (Other) / 5307 / ITD ¹			0	0	35	35	35				84	21	105	
13272	Training / 5307 / ITD			0	0	30	30	30				72	18	90	
13273	Capital (Bus Purchases) / 5307 / ITD			0	0	400	400	400				960	240	1200	
14304	Planning / 5307 / ITD			0	0	10	10	10				24	6	30	
14306	Metropolitan Area Transportation Planning / FTA 5303 / BMPO			44	44	44	44	44				205	15	220	
14309	Paratransit Service / 5307 / ITD			0	0	175	175	175				420	105	525	
19406	Mobility Management / 5307 / ITD			0	0	80	80	80				192	48	240	
19800	Administration / 5307 / ITD			0	0	240	240	240				576	144	720	
22500	Safety and Security / 5307 / ITD			0	0	15	15	15				36	9	45	
NA	Operations / CARES 5307 / ITD			2100	2100	0	0	0				4200	0	4200	

= Project includes but is not limited to unanticipated expenses such as shelters, bike racks, safety and security equipment, support equipment and vehicles, facility maintenance and repairs, etc.

Note: Project costs are expressed in year-of-expenditure (YOE) dollars which represents a 2% annual increase for inflation. The Idaho Office of Transportation Investment System (OTIS) which is used to manage project scopes, budgets, obligations, etc. identifies costs in present value.

VI. 2022 TIP Performance Measures

The previous two federal transportation authorization bills, Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act, established a Transportation Performance Management (TPM) framework for performance based planning and programming. The Federal Highway Administration (FHWA) has established six interrelated performance rules or priorities to address the challenges associated with the national transportation system. These rules include:

- Improve safety
- Maintain infrastructure condition (pavement and bridge)
- Reduce traffic congestion
- Improve system efficiency and freight movement
- Protect the environment
- Reduce delay in project delivery

State Departments of Transportation and Metropolitan Planning Organizations are responsible for establishing targets related to the applicable performance measures.

Performance Measure Targets

The Bonneville Metropolitan Planning Organization (BMPO) has agreed to support the targets established by the Idaho Transportation Department (ITD) and fulfill the responsibilities assigned in the ITD/MPO Standard Operating Procedures for Providing Data and Reporting Performance and Targets. Idaho targets and achievement's can be found at the Federal Highway Administrations [Transportation Performance Management](#) website. This chapter illustrates the efforts that have been and will continue to be applied by BMPO to support the attainment of ITD targets via the Transportation Improvement Program (TIP) process.

Project Application Process

Based on long range planning strategies, BMPO encourages the submittal, selection and prioritization of projects that address transportation performance measures and targets. The current Surface Transportation Block Grant (STBG) Program application process recognizes and awards projects that reduce congestion, address high accident locations, preserve and enhance the current transportation system through pavement, operational and bridge improvements, and protect the environment. Therefore, prioritized projects recommended for programming include elements that directly impact the performance of the transportation system.

Sponsors in the BMTA carefully select and submit projects such as safety, bridge, rail and pavement for other federal transportation funding opportunities that address performance measures. Not all projects are selected for programming. However, such project submittals show a commitment to improve the transportation system.

Safety Targets

The goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The following table outlines safety targets established by ITD to improve upon the five-year statewide average 2021. BMPO has agreed to support the statewide five-year rolling average safety targets. These targets include the following averages and rates:

- Rate of Fatalities – 247
- Fatalities per vehicle miles traveled (VMT) – 1.38
- Serious Injuries per year – 1,285
- Serious Injuries per vehicle miles travelled (VMT) – 7.21
- Non-motorized Fatalities and Serious Injuries - 120

Safety Projects

The projects listed below emphasize safety and are included in the 2022-2028 TIP. Note since the performance measures are based on a five-year rolling average, the impact of programmed projects will not be realized for several years but will help ITD reach future targets.

Even though a detailed analysis has not been completed the projects contain safety elements consistent with Crash Modification Factors (CMF) Clearinghouse and were selected and prioritized for programming based on, in part or in totality because of unsafe circumstances, the number and type of accidents and methods needed to remedy the situation.

- 14024 - 17th Street and Woodruff Intersection Improvements; additional left and right turn lanes.
- 20132 - E. Anderson St. RRX Gates; add type I signals with gates and raised median curbs.
- 20461 - 5th and Holmes Traffic Signal; install new traffic signal.
- 20490 - I-15 Exit 113 Roundabouts; convert intersection to roundabout.
- 20535 - 1st Street, Ammon Rd to 45th East widening; center turn lane on two-lane undivided roadway.
- 20539 – US-26 Alternative Intersection Improvements; evaluate alternative intersection designs to reduce conflicts.
- 20630 - Hemmert RD EIRR RRX Signals; install signal and gates.
- 21923 - US26, Jct. Hitt Road (25th Intersection Improvement); redesign intersection.
- 22005 - 17th and Rollandet Intersection Left Turn Prohibition; install median curb.
- 22008 – Science Center Signal Upgrades.
- 22454 - US-20, I-15 Interim Ramp modifications; modify ramp to reduce traffic back-up at exit.
- 22689 - I-15, US-20/US-26 Connector; modify and/or relocate interchanges.
- 22886 - Raised Curb Median Safety Improvements.
- 23015 - D6, Six RRX Closures.

- 23023 - Elm Street Reconstruction; Yellowstone to South Blvd; remove rutted pavement and parabolic crown.
- 23302 – Woodruff Avenue, US-26 to Lincoln roadway expansion, widen to five lanes with center turn lane.
- 23304 - 17th/Curlew Intersection Improvements

Multiple planning projects also aim at educating and encouraging safe travel as well as identifying solutions for the design and construction of improvements that will reduce conflicts.

Infrastructure Targets

The October 2018 ITD Transportation Asset Management Plan sets performance targets for pavement and bridge condition. This includes maintaining a percentage of pavement on National Highway System (NHS) roadways and a percentage of statewide bridges in good condition and a minimum percentage in poor condition.

Pavement Condition Projects

The projects listed below are pavement improvements programmed on both interstate and non-interstate roadways. ITD has set target to 50% to maintain interstate and non-interstate National Highway System (NHC) pavement in good condition. These projects are included in the FY 2022-2028 TIP and assist in achieving a roadway network that has good pavement condition.

- 20420 - I-15B Concrete Replacement; concrete replacement at various locations on I-15B
- 22219 - I-15B, Broadway; Yellowstone to Bellin; pavement resurfacing.
- 22679 - I-15, Bingham County Line to MP119; milling and new layers of asphalt.
- 22760 - I-15, MP119 to Roberts; pavement overlay.

For information purposes the following pavement projects are not on the National Highway System but are programed in the FY 2022-2028 TIP.

- 23303 - 17th Street, Hitt to Avocet; mill and inlay.

Bridge Condition Projects

The bridge projects listed below are improvements programmed to replace or repair bridges in poor and fair condition. ITD has set a target to maintain 19% of bridges in good condition. There are currently no bridge projects programmed on the National Highway System.

For information purposes the following bridge projects are not on the National Highway System but are programmed in the FY 2022-2028 TIP. The projects address various

substandard bridge conditions.

- 20243 - 45th East - Sand Creek Bridge; bridge replacement.
- 20438 - 45th East - Willow Creek Bridge; bridge replacement

Congestion and NHS and Freight (Travel Time Reliability) Projects

Many factors have an impact on travel time reliability such as roadway and intersection congestion, accidents, construction zones, special events, weather, etc. These factors and others all play a role in how long it takes to get from a place of origin to a destination. The overall goal of travel time reliability targets is not just to reduce travel time but also make travel as consistent and predictable as possible. Truck Travel Time Reliability Index has been set at 1.30 by ITD. This means a 30 minute free flow trip would require 39 minutes of travel time.

Two categories of project types can respond to improving travel time reliability.

1. Projects aimed at influencing demand for travel such as travel information and travel behavior. Currently, no projects of this nature are in the area.
2. Projects that improve roadway capacity, either through expansion or improving operational and technical systems. Currently, there are five projects that would increase roadway capacity.
 - 20535 – 1st Street, Ammon to 45th E; add center turn lane.
 - 22454 - US-20, I-15 Interim Ramp modifications; improve interchange movements.
 - 22689 - I-15, US-20/US-26 Connector; improve corridor travel.
 - 23246 – US-20, Lewisville IC to Rigby IC Auxiliary Lanes; increase capacity between interchanges.
 - 23302 – Woodruff Avenue, US-26 to Lincoln; expand to five lanes.

The following projects although not necessarily capacity increasing projects may improve travel time reliability for both personal travel and freight movement.

- 20490 - I-15 Exit 113 Roundabouts; project includes replacing standard intersections at the I-15/65th South ramps with roundabouts.
- 23022 – High Capacity Roadway Needs Study; evaluate the need and potential location of future expressways and strategic arterials.

VII. Financial Plan

Fiscal Constraint

The TIP is a fiscally constrained document. Funding sources are identified, and projects expected to be funded. Table I identifies the estimated project costs programmed in the TIP annually for the next five years. For development purposes, two more years and preliminary development are also presented. Prior to programming projects, their estimated costs are compared with anticipated revenues which are documented annually by ITD in the "Update Packet for the Capital Investment Program." If costs do not match anticipated revenues, adjustments are required to balance the program. Therefore, revenue and costs are the same.

Table I
Anticipated TIP Revenues/Estimated Project Costs by Fiscal Year

Fiscal Year	Federal	State	Local/Other	TOTAL
FY 2022	13,947,000	13,927,000	647,000	28,521,000
FY 2023	3,322,000	0	97,000	3,419,000
FY 2024	6,202,000	379,000	478,000	7,059,000
FY 2025	12,259,000	819,000	517,000	13,595,000
FY 2026	11,723,000	733,000	641,000	13,097,000
FY 2027, FY 2028 & PD	53,638,000	3,642,000	660,000	57,940,000
TOTAL	\$101,091,000	\$19,500,000	\$3,040,000	\$123,631,000

Federal funds are available to local communities for roadway, bridge, bicycle and pedestrian improvements, etc. as well as the operation and maintenance of the public transportation system. Most of the available federal funds are dispersed on a statewide basis based on value and need. However, the STP-Urban Program and FTA 5307 funds are made available to the BMPO area and projects are identified based on area priorities.

Table II identifies the theoretical STP-Urban program allocation to the BMPO area. The allocation is compared against the programmed costs to identify a balance of funds.

Table II
STP-Urban Program Annual Fund Balances for the BMPO Planning Area

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	PD*
Allocated STP-U Funds	1,067,000	1,067,000	1,067,000	1,067,000	1,067,000	4,633,000
Match Requirement	84,500	84,500	84,500	84,500	84,500	367,000
Programmed Funds	3,893,000	161,000	22,000	524,000	2,073,000	5,333,000
Balance of Funds	\$(2,741,500)	\$990,500	\$1,129,000	\$627,000	\$(922,000)	\$(333,000)

Note: Programmed STP funds include costs for preliminary engineering, right-of-way and construction.

* \$5 million is the limit to program projects in PD. PD costs are shown in present value.

Table II identifies that the BMPO area has programmed close to their potentially available STP-Urban funds for the five-year period. The STP-Urban Program process is hypothetically based on an equitable borrow and lend concept where an urban area can program another urban area's unused allocated funds for that year in order to balance the overall STP-Urban Program. BMPO will continue to evaluate priorities in PD and program projects to ensure available funds are maximized.

Table III identifies the estimated FTA 5307 federal apportionments to the BMPO urbanized area. The programmed and balance of funds are not shown for various reasons. For FY 2022 and FY 2023 CARES 5307 funds are programmed for a pilot project to evaluate the restoration of public transportation services. Therefore, no 5307 funds are programmed for those two years. This TIP shows FY 2024 and FY 2025 FTA 5307 funds programmed at basically full allocation. However, after the pilot project has been completed, FY 2024 and FY 2025 FTA 2307 programmed funds will be re-evaluated to better align with the services and need identified from the pilot project.

Table III
FTA 5307 Fund Balances for the BMPO Urbanized Area

	FY 2022	FY 2023	FY 2024	FY 2025
Allocated 5307 Funds	1,512,000	1,542,000	1,573,000	1,604,000

Ultimately, there should be sufficient FTA 5307 funds as previously unused and current allocations can be utilized to address the estimated costs of public transportation services and operations.

Disbursement of Federal Funds

Table IV provides an overview of how the funds currently programmed in the TIP are being disbursed within the metropolitan planning area. The table represents the type of projects proposed to be completed and how much is being spent on each type.

Table IV
Disbursement of Federal Funds

Projects	Federal	State	Local/Other	TOTAL	Percent
System¹	66,188,000	15,130,000	956,000	82,274,000	66.5%
Bridge²	2,871,000	0	228,000	3,099,000	2.5%
Pavement³	22,221,000	4,370,000	320,000	26,911,000	21.8%
Bicycle and Pedestrian⁴	499,000	0	40,000	539,000	0.4%
Planning⁵	1,896,000	0	197,000	2,093,000	1.7%
Public Transportation	7,416,000	0	1,299,000	8,715,000	7.1%
TOTAL	\$101,091,000	\$19,500,000	\$3,040,000	\$123,631,000	100%

¹ Includes roadway expansion, reconstruction and intersection projects

² Includes bridge replacement and rehabilitation projects

³ Includes pavement replacement and rehabilitation projects – some projects extend beyond the BMPA; however, total project cost is reflected in this table.

⁴ Includes bicycle and pedestrian improvements and ADA projects

⁵ Includes planning and training funds programmed by BMPO and ITD

Project categories generally have been constant. However, there was a large increase of more than 10% in pavement projects. The programming of two pavement projects on I-15 and US-20 with an estimated cost of over \$22 million is the primary reason for the large percentage increase. System projects also increase by about 5%. All other project categories decreased with the largest decrease being over 11% in the bridge category. The primary reason for this decline is that three bridge projects moved out of the program.

System Operations and Maintenance

It is important to recognize the amount of transportation funds being used to operate and maintain the current roadway and public transportation systems.

■ Roadways

As identified in Table IV, federal funds are used to replace and rehabilitate poor pavement conditions. State and local funds are also used for re-paving as well as all other aspects of operating and maintaining the roadway system including striping, sign replacement, traffic signal operations, snow removal, lighting, etc.

Revenues generated from the state highway distribution account, sales tax and local general fund make up a large percentage of funding available to operate and maintain the existing roadway system.

It is very difficult, if not impossible, to determine how much of the revenue will be expended on the federal-aid highway system as opposed to other local roadways. Available local revenues are used to address the immediate operating and maintenance needs of the area regardless of the facility type.

Table V estimates the revenue amount available for operational and maintenance expenses and compares that to what is estimated to be expended on expansion and reconstruction of the existing roadway system. This was accomplished by assessing local revenues and expenditures during a normal time period and assuming conditions will remain somewhat constant. The numbers also include costs currently programmed in the TIP for operational/maintenance and expansion/reconstruction projects. Revenues were reduced by 2 percent annually to reflect the difference between potential revenue increases and inflation.

Table V
Percent of Estimated Annual Revenue for Operations/Maintenance
and Expansion/Reconstruction

Type of Project	Total Estimated Annual Revenues	Percent of Revenues
Operations and Maintenance	17,868,254	60.5%
Expansion and Reconstruction	11,668,398	39.5%
TOTAL	\$29,536,352	100%

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2018 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table V identifies that, based on past history and currently programmed funds, over half the estimated revenues will potentially be available for operational and maintenance type projects.

It should be noted that historically, when only considering state and local revenues annually set-aside for transportation improvements by the local jurisdictions, approximately 74% are used on operations and maintenance while only 26% are used on expansion and reconstruction projects.

Table VI provides a synopsis of the source of revenues projected for operational and maintenance type projects.

Table VI
Estimated Annual Revenues for Operations and Maintenance by Revenue Source

Revenue Source	Total Estimated Annual Revenues	Percent of Revenues
Federal	5,358,098	30.0%
State	6,865,106	38.4%
Local	5,645,050	31.6%
TOTAL	\$17,868,254	100%

Source: Cities of Ammon, Idaho Falls, Iona and Bonneville County 2005-2020 Annual Road and Street Financial Reports and ITD Headquarters and District 6

Table VI indicates that over one third of the revenues for operations and maintenance are generated from local and state revenue which is primarily from funds transferred from non-highway accounts and from the highway distribution account. While 30% of total revenues for operations and maintenance come from federal sources.

In summary, because costs for roadway operations and maintenance equal estimated revenues, it is hard to quantify whether more than almost \$18 million annually is adequate to operate and maintain the current roadway system.

■ **Public Transportation**

A start-up of new public transportation services that will be contracted to a provider could change the use of operations/maintenance versus the need to acquire capital such as rolling stock. Also, the services will be micro transit which could further lower capital costs as well. New services will be monitored to evaluate anticipated costs for operations and maintenance versus capital costs.

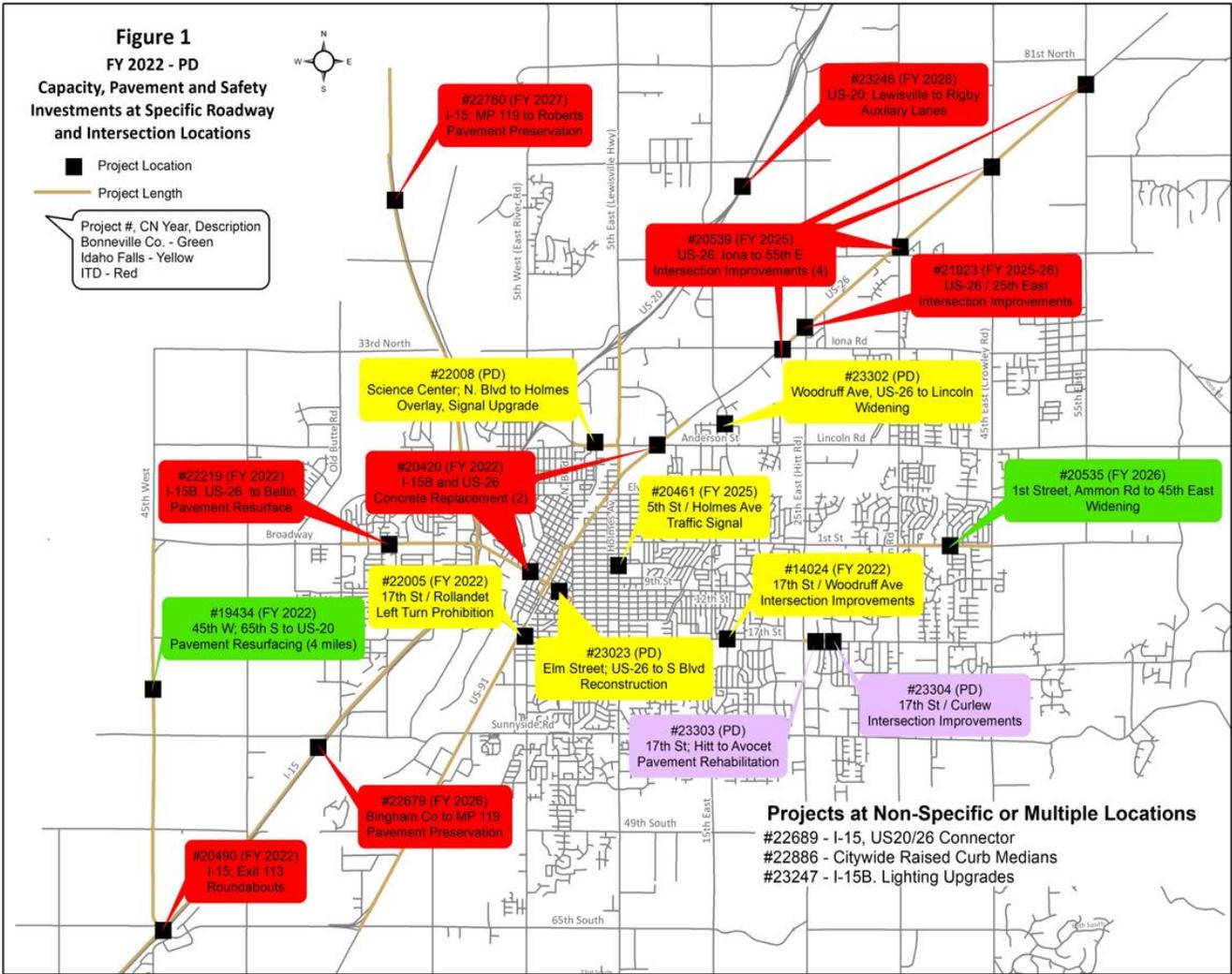
As discussed in Table III, additional federal funds from previous balances exist but will only be available if matching funds are identified and applied. Ultimately, adequate federal funds appear to be available to operate and maintain a yet to be determined public transportation system.

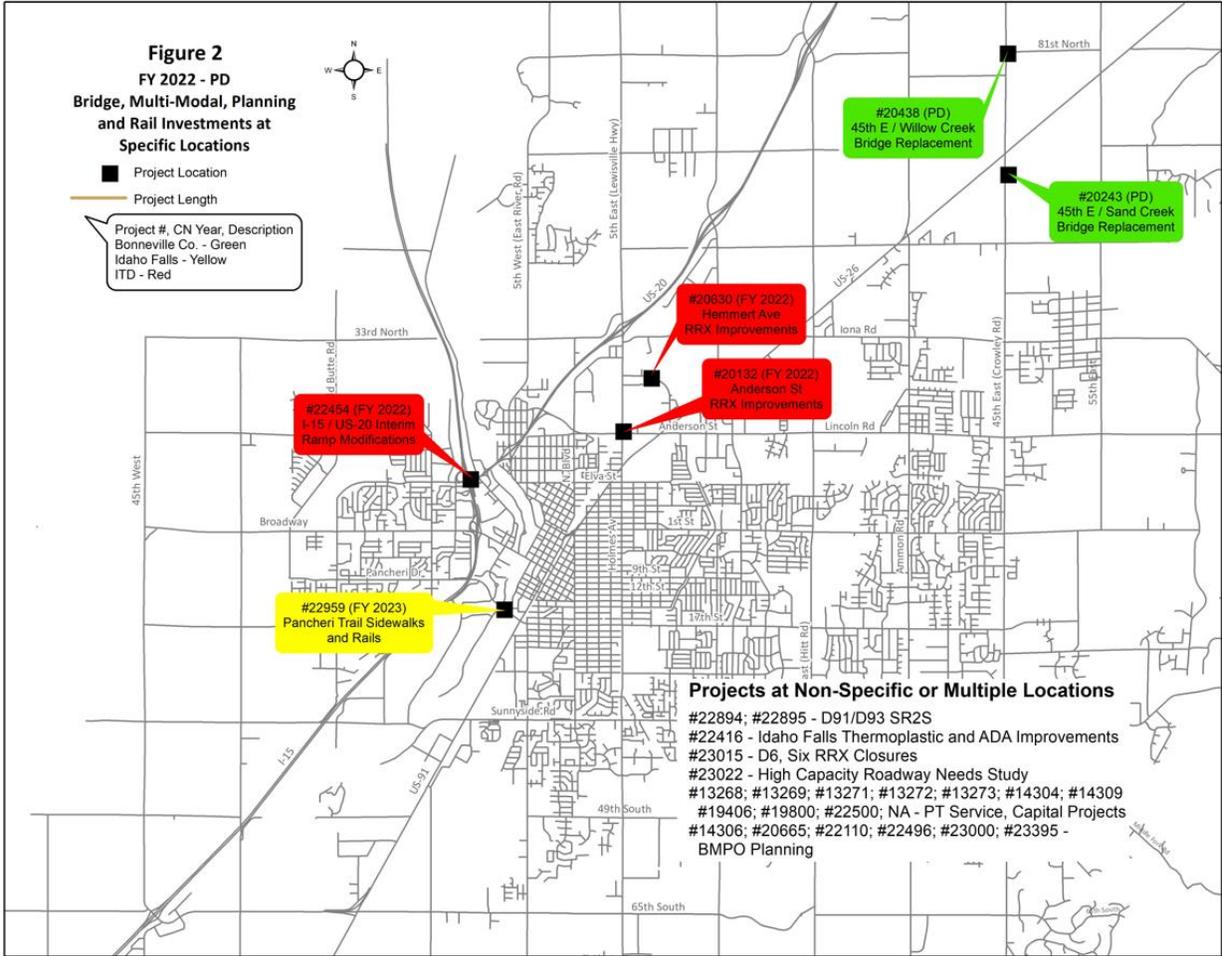
BMPO certifies that the Urban Planning Area (UPA) is an attainment area under the Clean Air Act and not subject to any related restrictions.

Certified By: _____

Darrell M. West
Director

Date: _____





Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR 450.220, the Idaho Department of Transportation and the Bonneville Metropolitan Transportation Planning Organization for the cities of Ammon, Idaho Falls, Iona and Ucon and the urbanized area of Bonneville County hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93); **(Note-BMPO is an attainment area).**
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1), 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 etseq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bonneville Metropolitan Planning Organization

Idaho Transportation Department

Darrel West, Director

Ken Kanownik, Planning Services Section Division
of Engineering Services

Date

Date